

APPENDIX 15: Te Kowhai Runway Future Proofing Study (Adapt Studio)

WORK IN PROGRESS
FOR DISCUSSION PURPOSES ONLY

TE KOWHAI AIRPARK

RUNWAY AND OLS FUTURE PROOFING STUDY

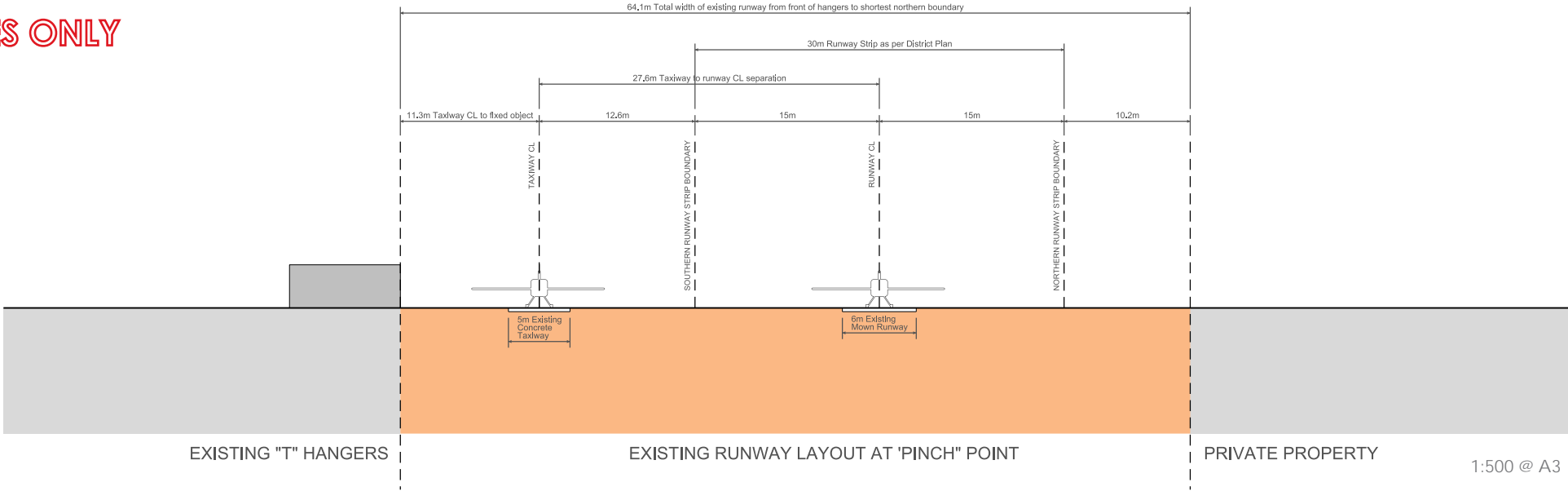
16 December 2017

Prepared for Te Kowhai Airfield Ltd by Adapt Studio Ltd

Rev B

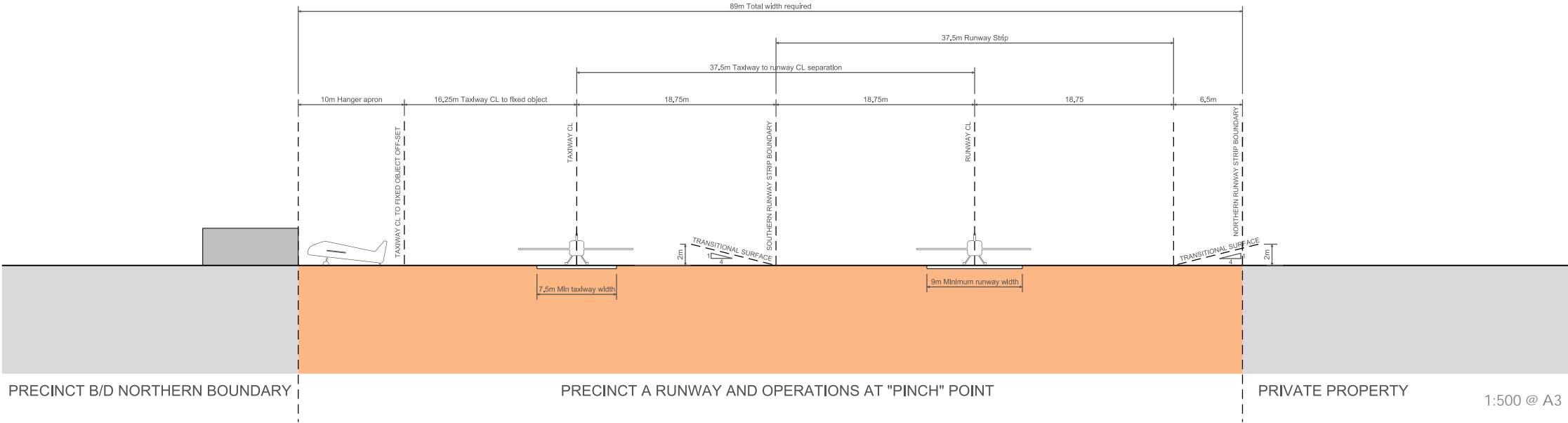


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Option A - Existing Runway Cross Section At Narrowest Western “Pinch” Point

Day VFR Only - “Microlight Strip”



Option B - Typical Runway Cross Section Day VFR (Existing Alignment)

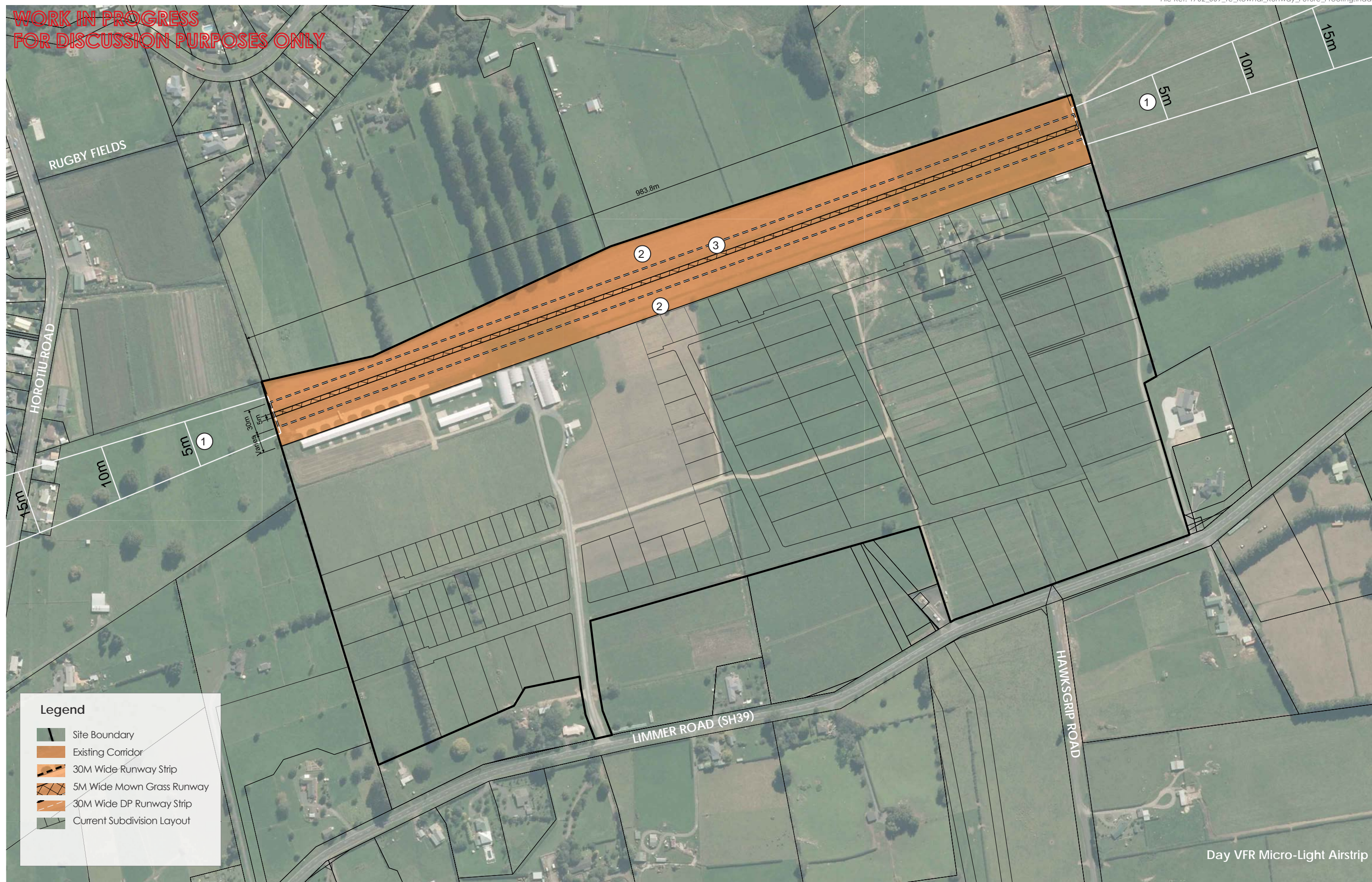
Day VFR Only, Non-ATO, Code 1A (14.99m Max Wing Span)



TE KOWHAI
AIRFIELD



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Legend

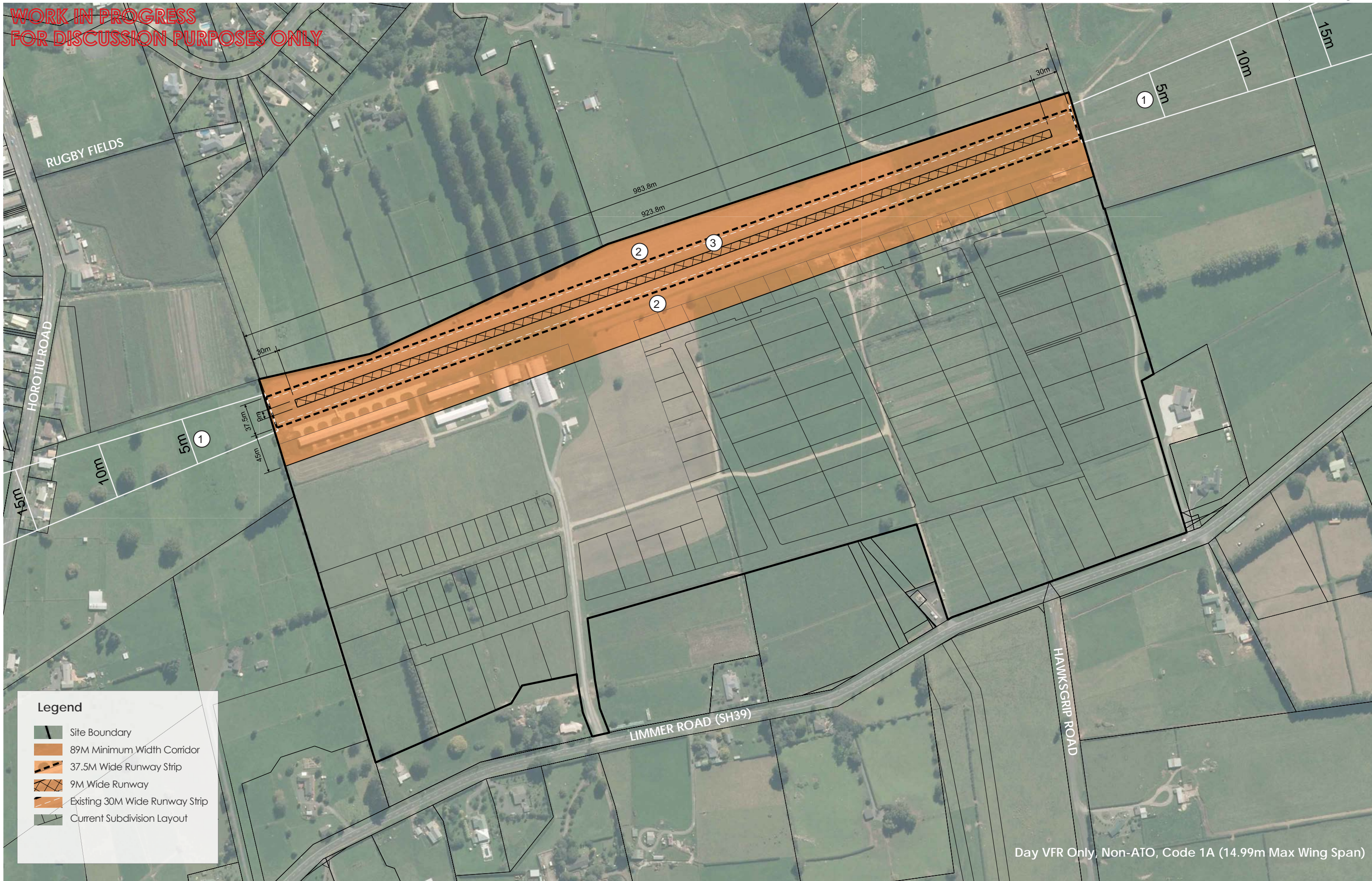
- Site Boundary
- Existing Corridor
- 30M Wide Runway Strip
- 5M Wide Mown Grass Runway
- 30M Wide DP Runway Strip
- Current Subdivision Layout

NOTES

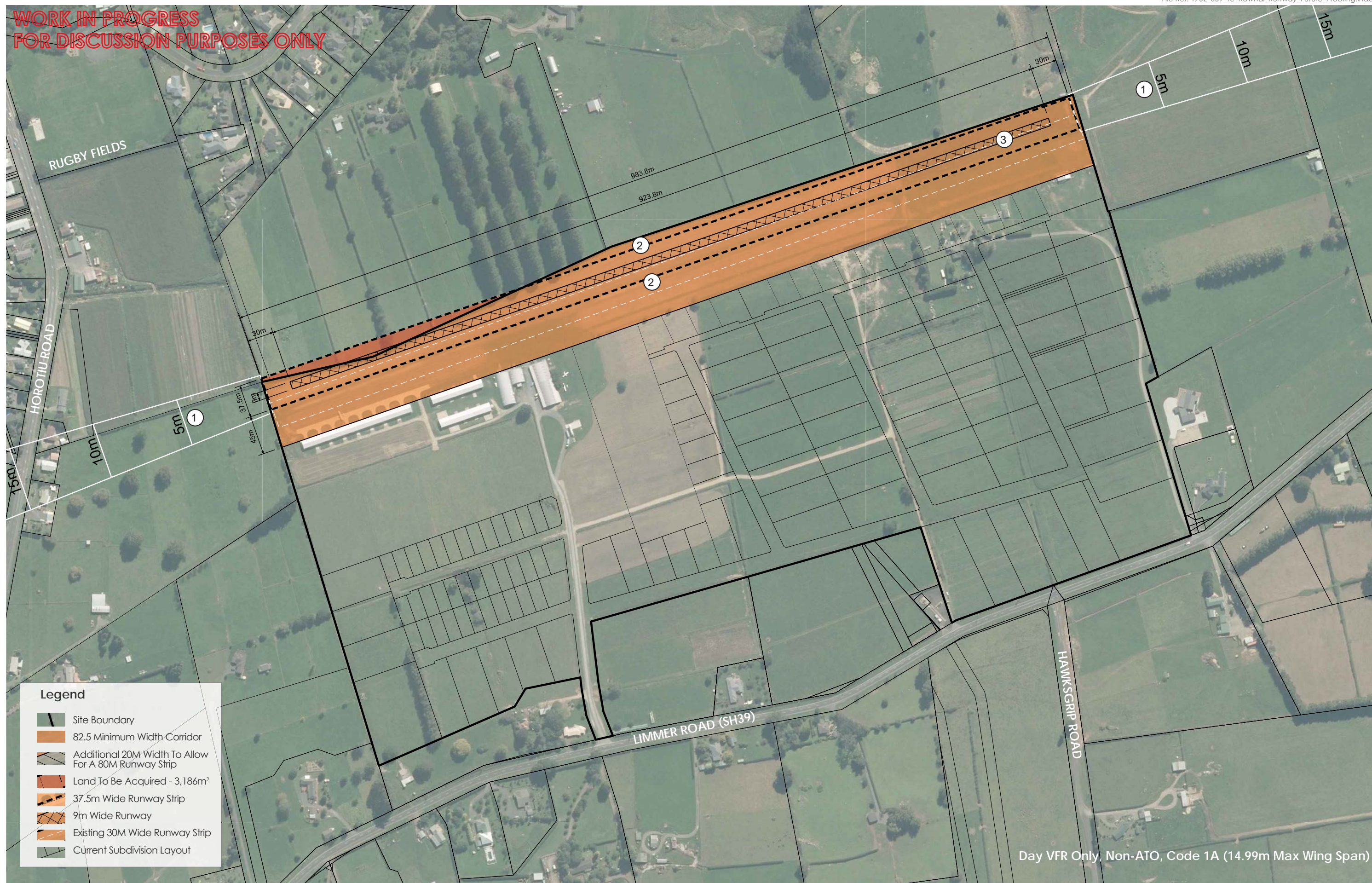
1. OLS unchanged. 1:20 upslope, 1:20 side splay, 1,200m in length
2. No Transitional side surface.
3. Runway alignment as per District Plan.

TO BE READ IN CONJUNCTION WITH OPTION A CROSS SECTION ON 1702_009a

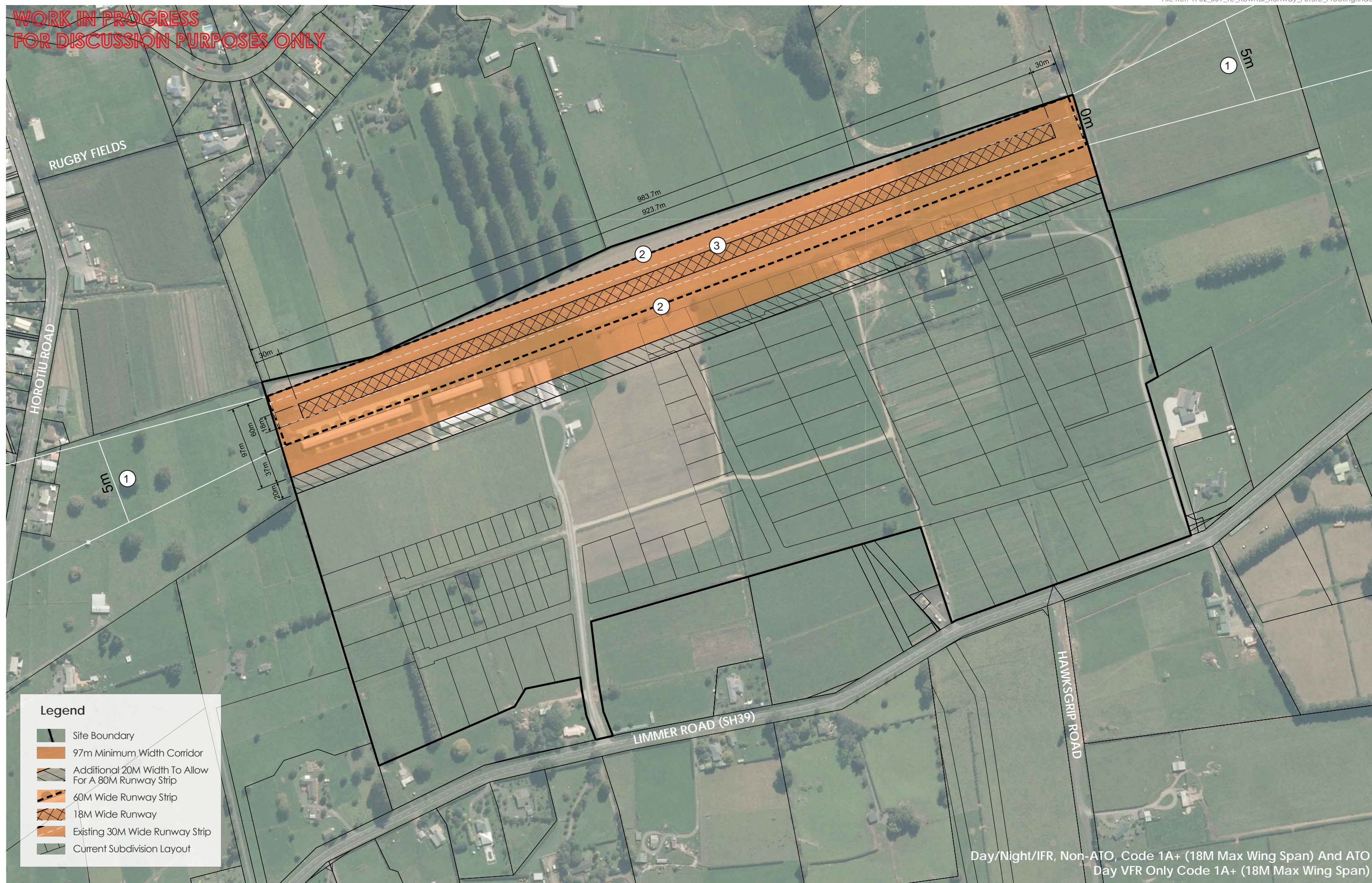




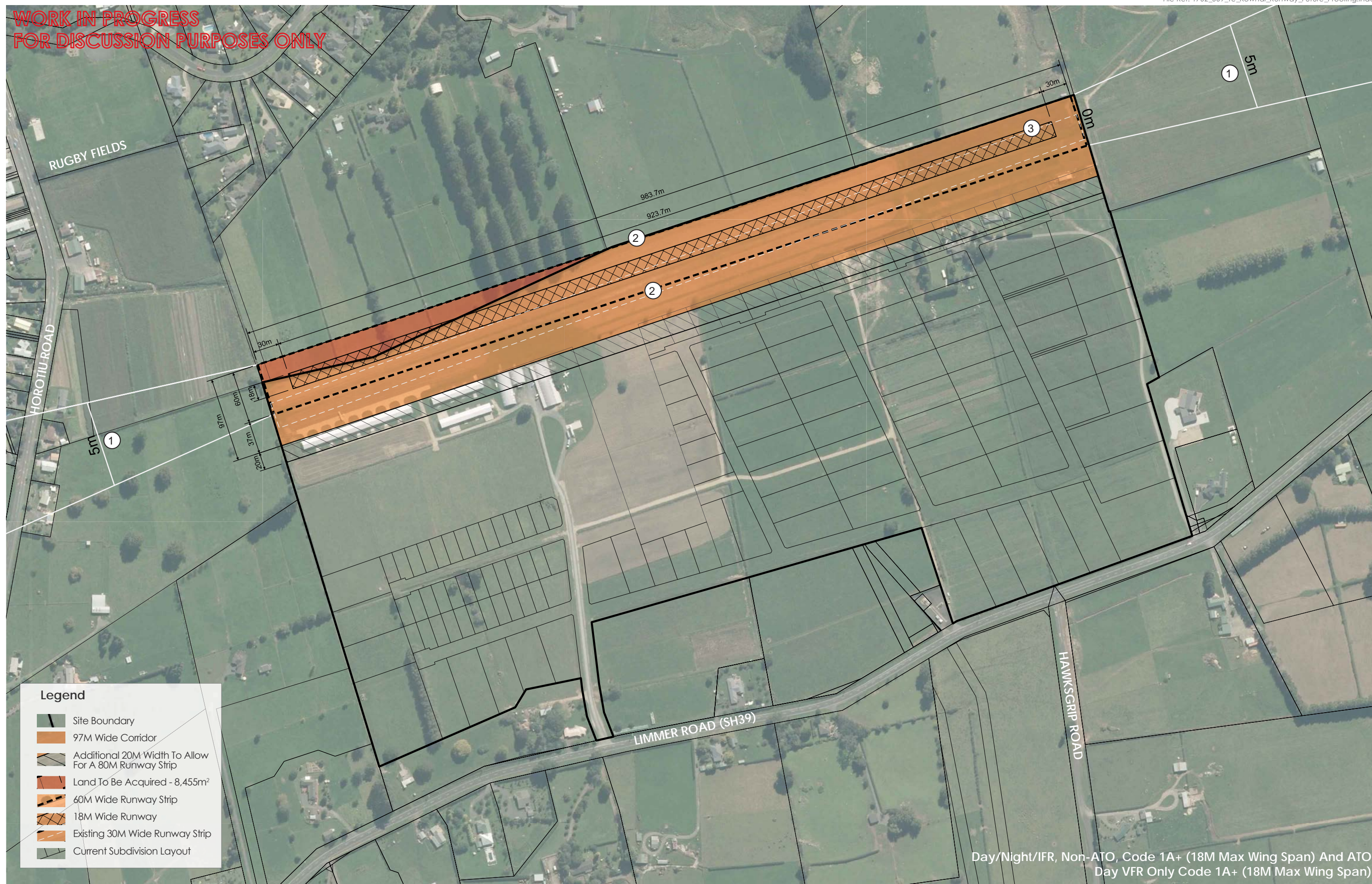
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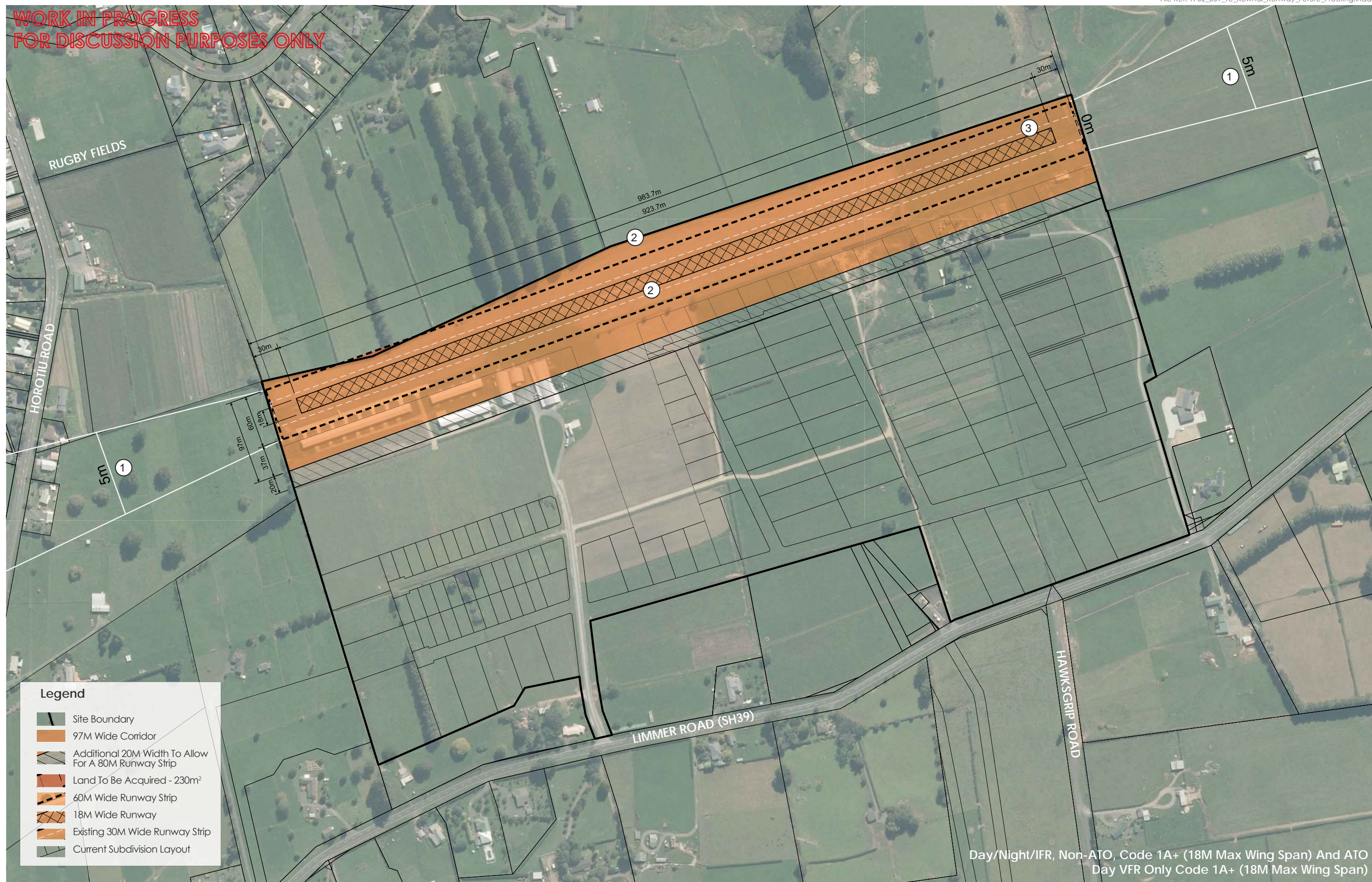
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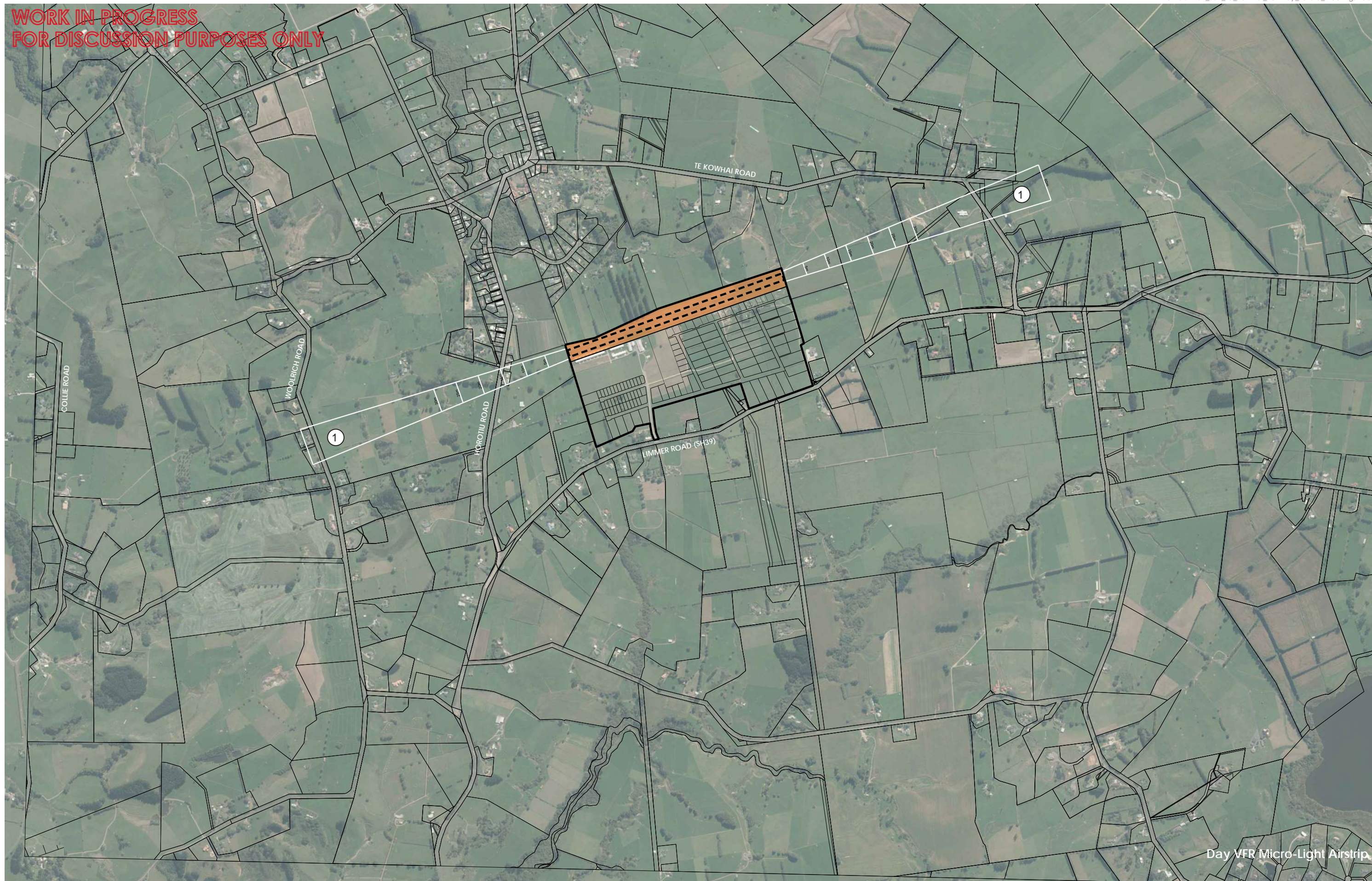
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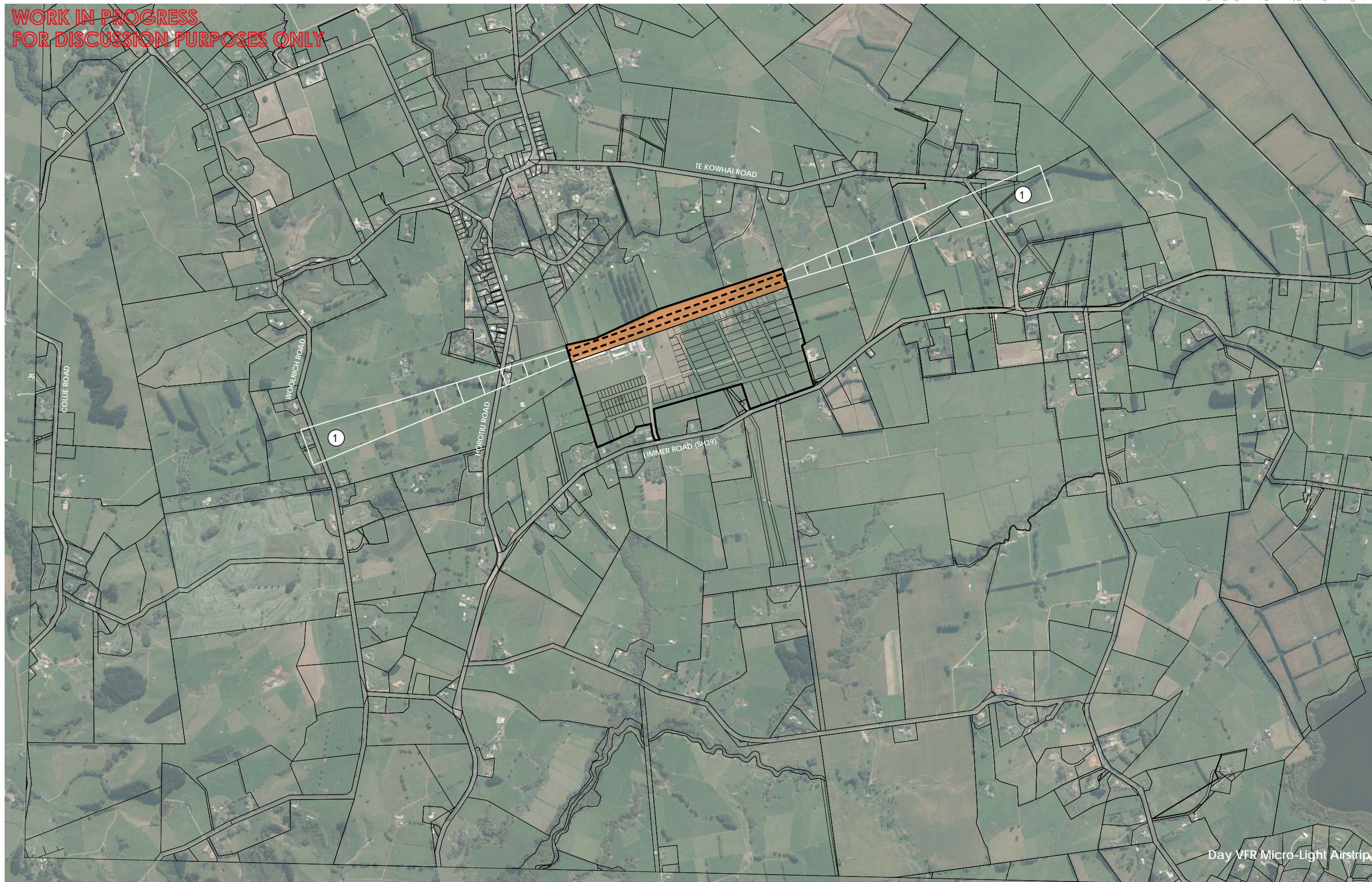


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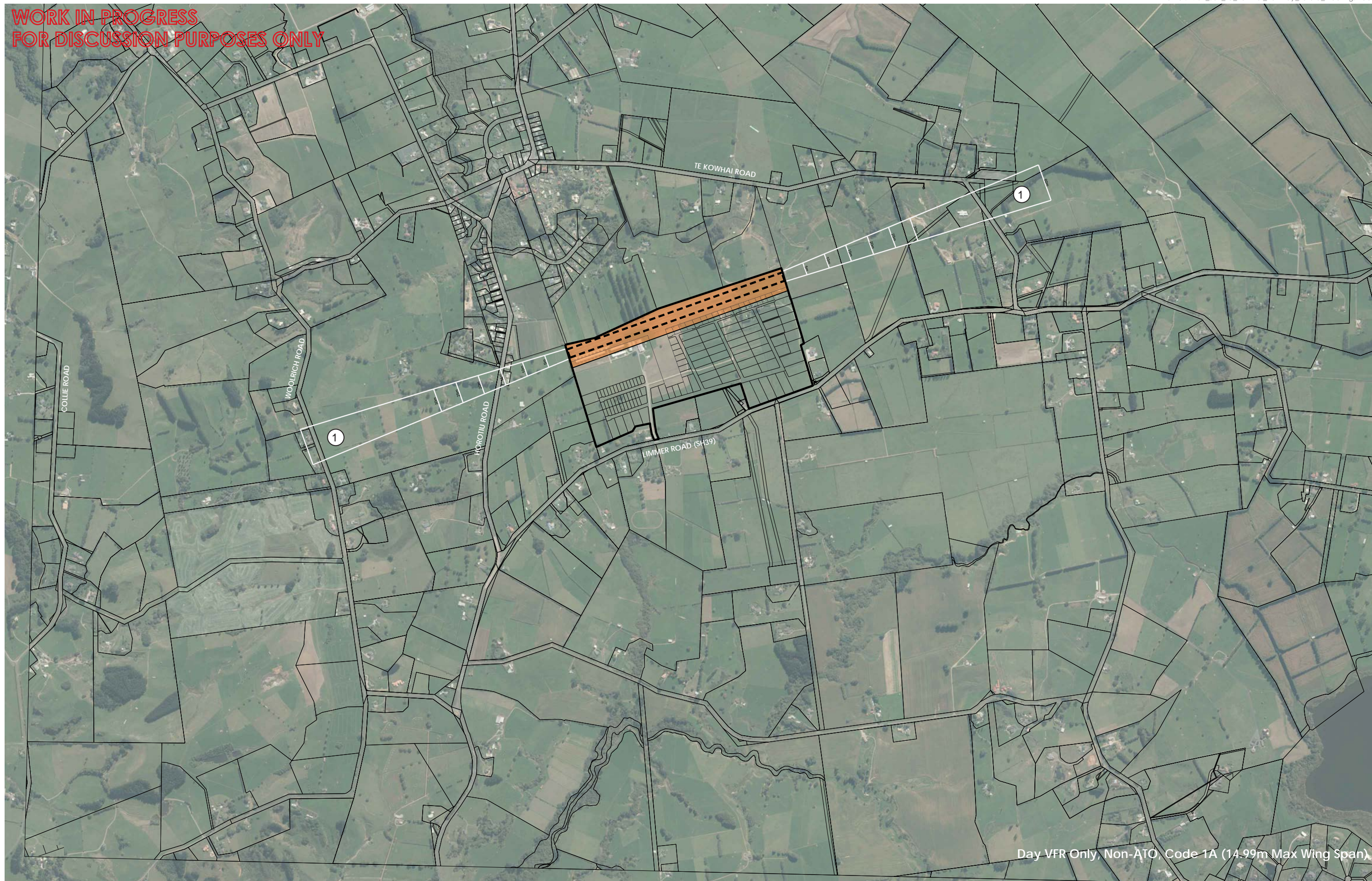
Day VFR Micro-Light Airstrip

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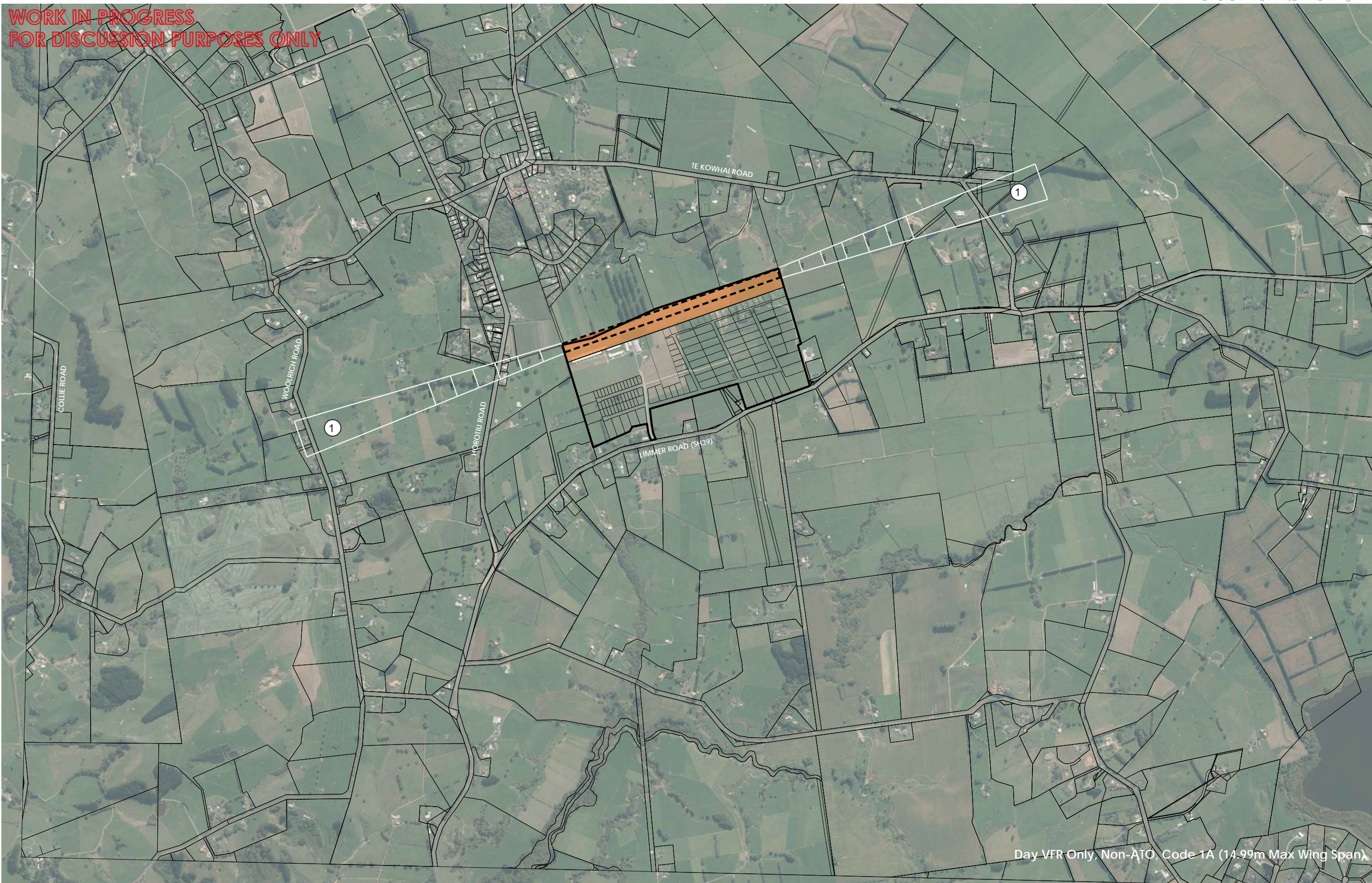
Day VFR Micro-Light Airstrip

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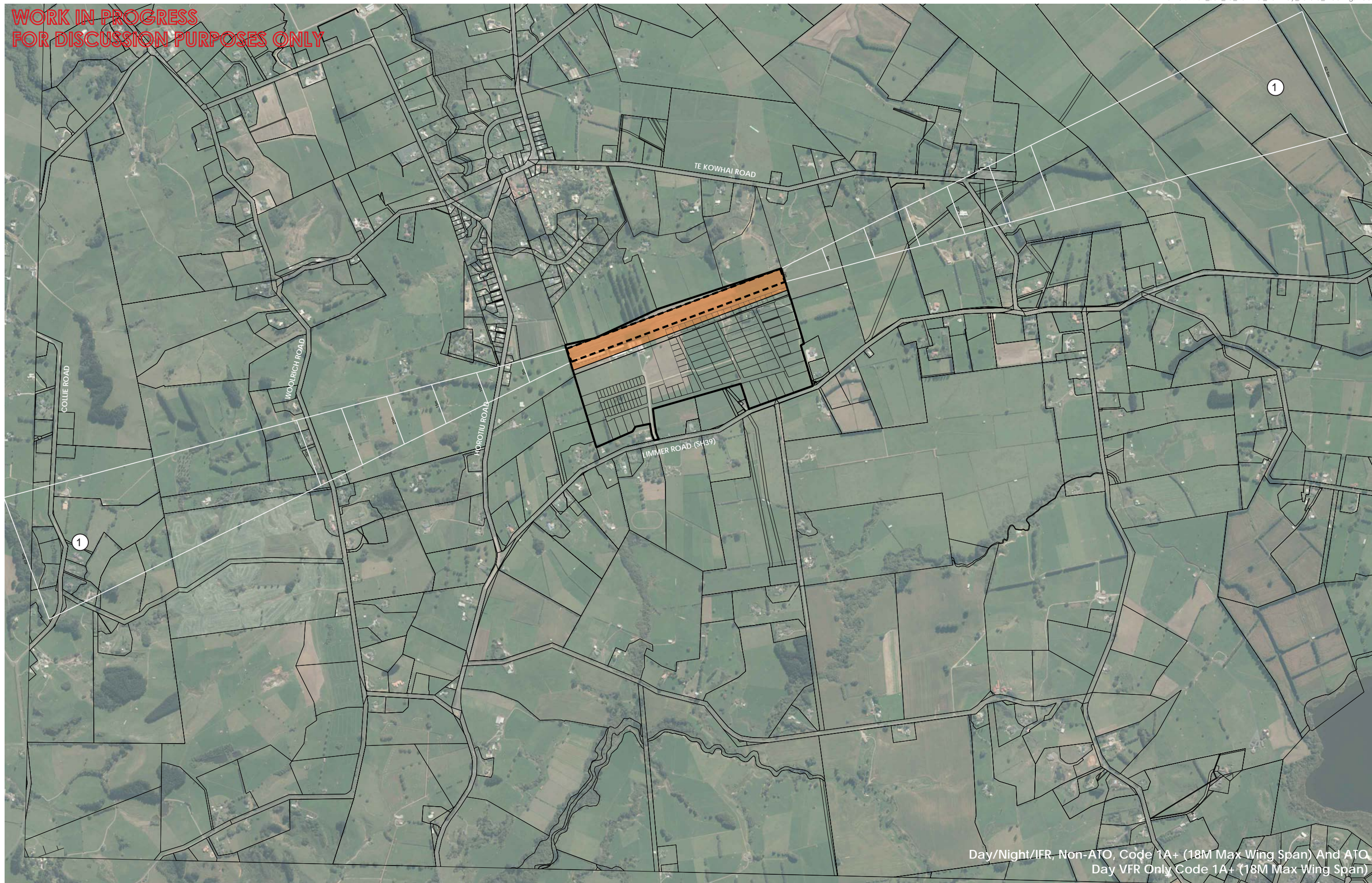
Day VFR Only, Non-ATO, Code 1A (14.99m Max Wing Span)

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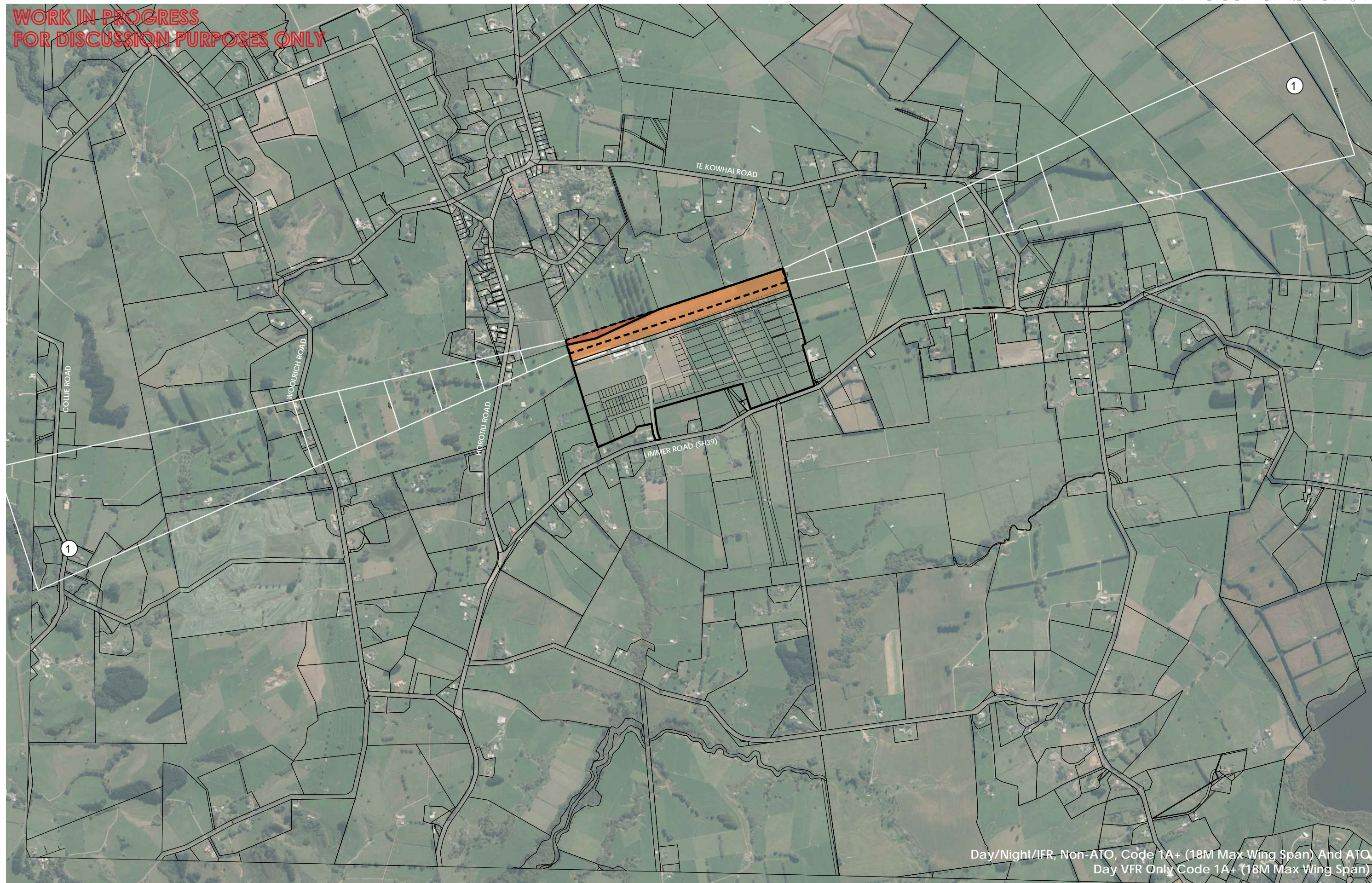
Day VFR Only, Non-ATO, Code 1A (14.99m Max Wing Span)

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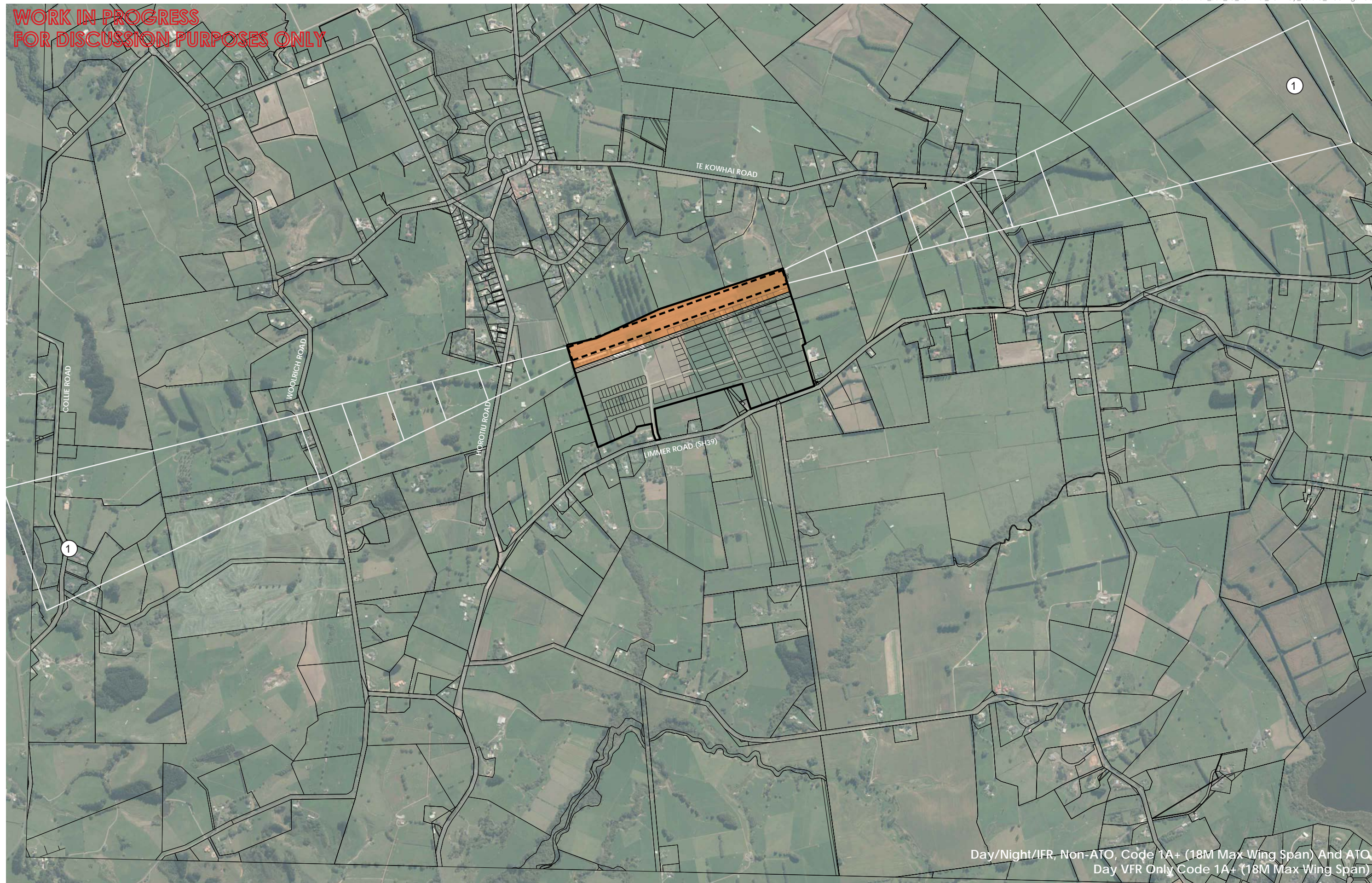
Day/Night/IFR, Non-ATO, Code 1A+ (18M Max Wing Span) And ATO,
Day VFR Only Code 1A+ (18M Max Wing Span)

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Day/Night/IFR, Non-ATO, Code 1A+ (18M Max Wing Span) And ATO,
Day VFR Only Code 1A+ (18M Max Wing Span)

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Day/Night/IFR, Non-ATO, Code 1A+ (18M Max Wing Span) And ATO,
Day VFR Only Code 1A+ (18M Max Wing Span)